LC	CAL TIME TABL	
	TEXAS AND PACIFI	C
Arriva.	EASTBOUND.	Leave
6:06 p. m.	No. 4 daily No. 6 daily	6:40 p. to
10:90 a. m	No. 8 daily No. 10 daily WESTBOUND.	3:00 p. m
7:50 p. m 8:30 p. m	No. 1 daily No. 3 daily	9:05 a. m
	No. 5 daily No. 7 daily No. 9 daily	

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MISSOUI	IL KANSAS AND T	EXAS
Arrive. 6:30 a.m 6:00 p.m	No. 2 daily No. 4 daily	C:25 p. m.
form m	No. 1 daily	. S:10 p. m

TRANSCONTINENTAL.

ALLITE.	SOUTH STREET	B-1871 1971
	No Eduly	S. 45 h.
	Professor and Continue State of Land of Land	9.105.0
	SOUTHBOUND.	
7:20 p. m	No. Ill daliy	N.
PERSON STORY	No Eddally	
Personal or	nd Pacific trains Nos. Sant	1 6 DELY SIG
at Texar	kara, T. C. Junction, Atla	nta. Jene

son, Marshall, Longview Junction, Big Sandy, Minepia, Wills Point, Terrell, East Dallas, Dullas and Fort Worth

FORT WORTH AND DENVER	
Arrive. Leave	ĕ
bity p m	Į,
11:00 s m No. 3 daily	4
GULF, COLORADO AND SANTA FE.	
Arrive NORTHBOUND, Leave	
11 of a m No Holarly 11:45 a 10	٥
в 00 р. m No. 2 daily 8:10 р m	
BUUTHBOUND	
8:35 n m No. 1 dally 8:50 a. m	4
No 9 daily Zu5 p. m	250

FORT WORTH AND RIO GRANDE Arrive 12 (f) m Fort Worth 2:00 p. m FORT WORTH AND NEW ORLEANS. Leave

ST LOUIS, ARHANSAS AND TEXAS. Arrive. Leave. 7:15 p. m. . . . Momphis Express 8:06 s. m.

WEATHERWOOD MINERAL WELLS AND NORTHWESTERN RAILWAY.

he trains of this line make direct connection in the Texas and Pacific rallway trains Nos. 9 and 10 at Weatherford, leaving Fort Worth (Texas and Pacific rallway) and arriving at acral Weils as follows:

| 10:35a m | Fort Worth (T. & P. Ry.) | 9:35a m | 6:5 p rs | Fort Worth (T. & P. Ry.) | 4:35 p rs | 15:25 p rs | Mineral Wells | 7:20 n m | 3:37 p rs | 3:59 p rs |

TABLE OF DISTANCES

The following table shows the distances from Port Worth of some of the important points in as 'well as outside of Texas:

MISSOURI, K	AN	SAS	AND	TEXAS	3.
	No	orth.			
Chicage via Hant. St. L. via Sedalla. Hanbal. Wagoner. Delison	717 672 968 96	Chicker Vin Moz Wh	ita Mister Mesbor	a St. L.	318 103 71
	80	uth.			_
Alvarado	88 155 155 155 155 155 155 155 155 155 1	Hill Ten Tay Wee Aus Lan	lor. t Poin	L	193 163 221 195 432
TEXAS	AN	DF	ACIFI	0.	

TEXAS AN	D PACIFIC.
Eastern	Division.
Miles	Miles Mile
Plo Grand	le Division.
Weatherford 31 Gordon 73 Cleco 115 Haird 140 Abliene 101 Sweetwater 302	Colorado City 230 Blir Springs 269 Pesos 400 Sierra Blanca 524 El Paso 615

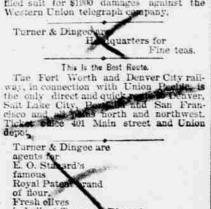
Rio Grand	le Division.
Weatherford 31 Gordon 73 Clesco 115 Baird 140 Abillene 151 Sweetwater 202	Colorado City 230 Blg Springs 269 Peros 400 Sierra Blanca 524 El Paso 615
Transcontine	ntal Division.
Denion 35 White-boro 71 Sherman 89 Bonham 116 Honey Grove 132	Paris
COTTON BE	LT ROUTE.
Greenville 85 Commerce 97 Sulphur Springs . 115 Mt. Vernon 138	Camden Ark 215 Pine Bluff 304 Brinkley 435 Memphis 506 Cairo 633 St Louis 748
GULF, COLORADO	AND SANTA FE.
Soc	ath.
Mergan 59 Mediragor 103	Cameron 158
No	rth.
Miles Gainesville	Wichita, Kan 376 Kansas City 605
FORT WORTH AN	D DENVER CITY.
Miles Decatur 34 Sunset 50 Bellevue 79	Miles Childress. 219 Salisbury. 246 Clarepdon 277

95 Goodnight
114 Amarilio
140 Hartley
147 Texline
163 Pueblo
191 Denver Quanah. FORT WORTH AND RIO GRANDE. Miles Miles 40 Dublin.... HOUSTON AND TEXAS CENTRAL.

Wichita Falls

Calvert ... Mexia 106 Bryan 117 Navaso 133 Hempstead...... 144 Bouston.....

Suing the Western Union. Correspondence of the Gazette BONHAM, TEX., May S .- E. N. and F. P. otley of Warren county. Kentucky, have ed suit for \$1900 damages against the



in bulk at Turner Dingee's. manufacturing facili-Owing to incre ties we are who solite attention

RAILROADS. A RATE WAR AVERTED

The Result of Gould's Action in Dismissing Leeds.

A RATHER KNOTTY PROBLEM.

It Confronts the Advisory Board for Solution-Cotton Belt Officials Visit the City-Reduced Bates on the Santa Fe-General News.

Cotton Belt Officials.

At 2 o'clock yesterday afternoon a special train arrived from McGregor over the Santa Fe. It was a Cotton Belt special, and had on board General Manager Doddridge, General Superintendent H. G. Fleming and J. A. Edson, general superintendent of the lines in Texas. Their train pulled up to the Cotton Belt tracks and run down to the Cotton Belt tracks and run down to the depot on the North Side. The gentlemen are on a tour of inspection and will remain in the city to-day and a considerable portion, if not all, of to-morrow. The question of better terminal facilities will, it is thought, be thoroughly considered.

Reduced Rates on the Santa Fe. The Santa Fe announces a rate of \$5.60 for the round trip from Fort Worth to

Santa Anna on account of the land sale, June 2 with return limit of June 4. For the meeting of the International Order of Twelve and the Knights and Daughters of Tabor to be held at Fort Worth, June 9 to 12, a rate of four cents ner mile for the round trin is authorized. per mile for the round trip is authorized. For the national convention of the A. M. E. church at Galveston, June 3, 4 and 5, a rate of four cents per mile for the round trip has been authorized.

For the World's fair convention at Fort Worth the fare of four cents per mile for the round trip has been authorized. This is an open rate and can be used by all, whether delegates to the convention or not.

They Handle It Carefully.

Several weeks ago a baggagemaster on the Santa Fe had a thrilling experience at Albuquerque, says the Denver News. He was receiving a truck load of trunks, and, like all men of his lik, was handling the trunks rather roughly. Finally he picked up a small leather affair and sent it spinning oward the end of the car. The next second there was a terrific explosion and the baggageman was thrown to the other end of the car by the shock. It was found that the trunk belonged to a photographer and contained the chemicals, etc., that he used

W. H. H. Llewellyn, livestock agent of e road, has always declared that his bagere received worse treatment than any her traveler, and when he heard of the other traveier, and when he heard of the explosion at Albuquerque a happy thought struck him. He had a big placard printed and tacked on his trunk. On it were the words: "Handle with care. This trunk contains photographers' chemicals." To this day the major's trunk has never re-ceived a scratch, always occupies a re-served space in the car, and receives the atmost consideration from the trunk smash-

New Lines for Salt Lake.

If half the roads are built into Salt Lake City that are projected what a wonderful railroad center the city of Saints will be, says the Denver News. A line is now be-ing constructed by the Rio Grande Western that is heading toward Southwest Utah and Los Angelos, while the Union Pacific is building another through Pioche that will end somewhere on the Pacific coast near San Francisco. Then some local company is building a little road up toward Idaho, and some day it may biossom out as a through line. These are the roads under the way. Now another bobs up that is go-ing to be built right off. It will be built from Sait Lake to Puget Sound, and by sch a direct rouse that it will be fift; miles shorter than the Union Pacific and even then it will be constructed in such a way that it will avoid all the heavy grades that the overland lines has to contend with. It is said on good authority that the money has already been raised to build the first 200 miles of the road. It will pass through the richest section of the Northwest where there is gold and silver, stone and marble, coal and lumber, sheep and cattle, and in fact everything awaiting the advent of a ilroad to make it populous and prospero It is said the construction of the road wil nmence at once, and Salt Lake City is happy.

EXCHANGE OF PRODUCTS.

A Car Lond of Galveston-Made Binder

Twine Shipped to Kansas. Mr. S. Dixon, who brought through the train of wheat from Argonia to the Texas Star flour mills, purchased a car of binder twine to be shipped back on one of the cars that brought over the Kansas wheat, says the Galveston News. The Galveston rope and twine company decorated the car with conting and oleanders and with stars made of rope and twine. Following were some of the inscriptions: "In God we trust. This is the only trust we bank on." "Galveston's greeting to Kansas. First car of binder twine returned to Argonia in ex-change for their wheat." "Plenty more to follow." "Let us swap products inde-pendently of trusts or combinations." "Exchange of products is better than bank

On the opposite side of the car is a map of the gulf of Mexico and Southern states with the following inscriptions: "The sisal is grown in Yucatan. The twine is made in Galveston. Kansas uses it," "A straight line with only one stop. We mill in transit," "Sisal binder twine shipped by Galveston rope and twine company to S. Dixon, Argonia, Kan." The company is rescribing the most fluid or the company is rescribed to the company of the company of the company is rescribed to the company of the company is rescribed to the company of the company of the company is rescribed to the company of the company is rescribed to the company of the company is rescribed to the company is rescribed to the company is rescribed to the company of the company is rescribed to the company of the company is rescribed to the company of the company of the company is rescribed to the company of the receiving the most flattering reports from samples sent out and expects to largely supply that country as soon as the farmers have time to try it

THE PRESENT SITUATION.

Will There be Any Changes on Texas Ronds?

The announcement that C. A. Parker general freight agent of the Missouri Pa-cific railway, had been announced as acting traffic manager of the Missouri Pacific, Iron Mountain and leased, operated and in-dependent lines, vice J. S. Leeds, dismissed, strengthens the belief that the dismissal of the latter is only a blind and that he will be retained by the Goulds in some other ca-pacity. Whenever a change is made in the head of a department, there are always more or less changes in the subordinate offices. The Texas and Pacific and the Gould lines in Texas come under the man-agement of the Missouri Pacific traffic and operating officials, but there is little reason to apprehend any change in the present personnel of the official roster of the line in Texas. Still there is always more or less of an element of pleasing uncertainty for some time after a change or until the nev official has had time to demo whether any changes are plated or will be made. or will be made. Un circumstances the resignation er the of officials would not be greeted with any great amount of surprise. Another feature of the matter is that be

this action Gould has demonstrated he will live up to the terms of the Western traffic association agreement. In fact, he could not well do otherwise. He has two lines transcontinental in their territory. A failure to maintain the agreement would result in the disintegration of the association, and this would be followed by a reckless slash-ing of rates. Gould could not afford to have different rates prevailing on two big sys-tems, to say nothing of the disastrous effects it would have on the commercial world. It would not do to have the rates at the two transcontinental lines out of gear at the same time. Consequently there was only one thing to do—let Leeds go—and that was done. All the Western lines offi-cials breathe much freer now, and they re-joice in the knowledge that no rate war is inwinant for a time at least. Gendle as the deal, remains to be seen. It is thought there will be some functional to the thought there will be some functional the not distant future, and that Levis is not the only man who will suffer decaptionen.

JUMPED FROM THE BRIDGE. An Incident in the Life of Robert J.

Hightower. The death of Hon. Robert J. Hightower at his home in Johnson county recalls an incident of his early life which has hardly a parallel in the annels of adventure and is entitled to rank with the best incidents in

early railroad history, Early in 1846 Robert Hightower, then a young man about twenty years old, came from Alabama to visit his uncle in middle

In those days railroads were something new in the South, and Robert had never seen a train of cars or a railroad track in his life. The trip from Alabama was made partly by stage and partly on horseback. His uncle resided in the lower part of Washington county, about fifteen miles south of the Central railroad of Georgia, which had been built just a few years pre-

A few days after Robert's arrival, he and his uncle set out on horseback to Tennille, the nearest railroad station, to attend to some business and to enable Robert to get his first view of a locomotive.

Three miles west of Tennille the public

highway crosses the railroad, which at this point runs through a very deep cut on a sharp curve. The highway crosses by means of a bridge which spans the cut, the floor of the bridge being about thirty feet above the track.

Kobert and his uncle had reached this bridge that the bridge distance while the cut.

bridge, when they heard a distant rumbling noise, which his uncle informed Robert was the train approaching from the west.

They rode out midway the bridge immediately above the track, and concluded there to await the passing of the train.

As the iron monster shot into view around

the curve, the effect was bewildering upon Robert. Never in all his life was he so fascinated by anything. Nothing he had ever seen impressed him so strongly, and he at once became possessed by a passion to know more about it, to get closer to it They had already dismounted and were holding their horses by the bridle reins, when the locomotive passed under the bridge. Impelled by an ardent desire to become better acquainted with this steam monster, and knowing nothing of the dau-

ger that would attend such an act. Robert exclaimed:
"I shall jump down on it and ride to Ten-"I shall jump down on the active mille, uncle, you bring my horse!"

His uncle, little thinking that he was in earnest, and taking his exclamation as a joke, responded, "Jump! I will come on to

town with the horses. Sulting the action to the word, before the astonished relative could prevent him, he leaped from the bridge into the space

The distance from the bridge to the top of the cars below was about twenty feet, an extraordinary jump for anyone under other circumstances, but to him full of extreme

As he made the leap the last cars of the train were passing beneath him. These were "flats" or open cars, leaded with bales

of cotton piled one upon another as high as
the tops of the box cars which composed
the remainder of the train.

Good fortune went with him on his leap.
As luck would have it, he struck near the
front of one of the cotton cars, and was
carried backward by the inertin nearly to the other end of the car, where he gained a good foothold and sank down considerably shaken up by the jump, but with no bones broken and not a scratch upon his person.

The top brakeman on the train was nearly frightened out of his wits at the sudden descent of a man from mid-air, as it

When Tennille was reached the train stopped and he alighted. He was taken in charge by the train crew, who showed him the train from pilot to caboose, much to his delight, and who explained to him the fearful risk he had taken, much to his surprise

and horror.

The acquaintance with the iron horse was made, but he cared not to renew it after the manner of the first introduction. His uncle soon arrived with the horses and was overloved to find the young man

The bridge still stands. Trains pass under it day by day, but no one else has ever sought their acquaintance as did Robert Hightower.

Our hero died a few days age, having reached quite a mature age.—[Atlanta Con-

THE DIFFERENCE.

The Knotty Problem That Confronts the Advisory Board.

One little question that is apt to prove an exceedingly knotty one for the advisory board to consider is the relation of the Western and Soutwhestern roads to Chicago and St. Louis. A few years since Chicago was supreme as the railroad center of the Was supreme as the rainroad center of the United States, and especially that portion between the Alleghenies and the Rockies, but of late years the railroad extensions in Missouri, Kansas, Arkansas, the Indian Territory and Texas have been so great that this phase of the situation is now radically different. The development of Texas has had a tentleney to strengthen St has had a tendency to strengthen St. Louis and the result is that the roads have been obliged to make a stand in favor of St. Louis as against Chicago. The effecting of an amicable adjustment between the Chicago and the St. Louis lines is the knotty problem that confronts the advisory board. The natural route for east bound traffic from Texas and the southwest is via St. Louis, though the bulk of it has hereto-fore been going via Chicago. The result is that the southwest is placed at a disadvantage owing to the roundapout and conse quently longer haul, and for this reason the southwestern roads have determined to de-mand an adjustment of the traffic rules and aditions whereby the traffic may routed via St. Louis and its natural outlet to the East.

to the East.

Another feature of the situation is that almost all the Texas trunk lines are north and south roads, with St. Louis as their northern outlet. Considerable traffic, though, has been of late, and is now being, diverted to the Fax right Mounths, the later with hours. the East via Memphis, the latter city begin ning to assume considerable importance as a Mississippi river gateway, and will soon become a basing point. The state of Texas become a basing point. The state of Texas is at present supplied with all the north-ern and southern lines that are necessary, and the future construction will be on east and west lines, crossing Louisiana and mak-ing Vicksburg the gateway. This will also have its effect upon the eastward flow of traffic, and will have a tendency to divert the Colorado and Kansas east-bound ton-nage toward the Southern lines via Cairo and Memphis. As a matter of seif-protection, the Southwestern roads are compelled took to demand that they be placed on an equal footing with the Chicago roads. Of course the Chicago lines will do all in their power to retain the traffic via Chicago, but when they do so they are antagonizing the Gould interests and a pretty fight may yet result.

ADDRESS OF H. S. HAINES.

President of the American Rallway Asso ciation at the Meeting in New York.

In the address which I made in this room just a year ago, I called your attention to a matter about which I propose to speak to-day at greater length, and I will preface my remarks by a quotation from that address "A railroad system properly organized has its staff, field and line officers, its supply departments, its inspectors, its di-visions and districts of operation; in a word, it is an army, whose office is not to slay, not to devastate, but to transport the people and products of a country. This is its function, and to this end all of its efforts are directed; and to accomplish this end successfully, discipline is as essential as in a

militant organization."

This is my theme to-day, the subject of discipline, which I shall endeavor to place before you as it appears to me; to impress you with the importance of viewing it in a broad light as effecting the interests of the and of the railroad employe as well

puoce, and of the railroad employe as well as of the stockholder.

Discipline really means a teaching or training, and those who are the subjects of discipline, those who are being trained or taught, are known as disciples or pupils.

majority, not only ignorant of railroad rules of which they must divest themselves to

them.
They make their appearance in the railroad ranks as track hands, as brakemen or switchmen, as eagine wipers or as messen-ger boys, and are the the raw materials out of which are to be made section foremen and roadmasters, conductors, operators, dis-patchers and masters of transportation, ocomotive engineers and master mechanics. and I have only to look around me to see that from their number, by a process of natural selection, are obtained many of those who have risen to the highest offices

in the railroad service.

Beginning with the raw material which is to be molded into serviceable shape, we have first to ask whether this material should not be picked over; that selected which seems best adapted for our service, and that rejected which is evidently un-fited for it; whether that selection or weed-ing out will not be facilitated if a prelimnary examination were made essen or employment of all novices in the trans-ortation service. Such an examination nould take the form of an inquiry into the physical, mental and moral characteristics of the applicant in a general way and some further tests of his suitability for the pardeular branch of the service in which he seeks employment. It is plain to us all that a man who is deaf or blind is out of place in transportation service, and that defective sight or hearing should be de-tected before they cause the loss of life or roperty. The mental examination ought o cover certain educational requirements, at least that the applicant should be able to lead and write the English language and have some knowledge of the ground rules of arithmetic. The moral examination should provide for some satisfactory evidence as to the reputation of the applicant for honesty and sobriety. The flagman, the freman, the telegraph

perator should be able to see and to hear. to read and to write, to keep sober and to tell the truth, and it is due to the public that they serve, and to the employes with whom they serve that their ability to do these things should be tested before they are tried and found wanting in actual serv-

The establishment of preliminary exminations should assure to those who had passed them a prescriptive right to emdoyment as opportunity offered, and after thad become well known that the holder of a pass certificate would have precedent or employment over those who were not o equipped there would be no difficulty in obtaining material so selected for training

in railroad service,
With the admission of a raw recruit into
the railroad ranks should begin his special
training for the particular branch in which he is to serve. Our experience in railroad management is leading us to recognize more and more the recognize more and more the inportance of a thorough knowledge of ules by those who are to obey them, ake, for instance the standard train rules. Recall the labor expended upon—them that they might fulfill their purpose and be clearly understood. They are to guide the rain dispatcher, the operator, the engineer, the conductor, the flagman, and in the per-formance of their duties those rules are to be strictly observed. How can you de-mand this of men who do not know what is expected of them! I therefore insist that the regulations of the company, and es-modular the train rules, should be tunen. ecially the train rules, should be taught to the beginner, and that his proficiency in them should be essential not only to his advancement but to his continuance in the service. This will call for examination on this particular subject when time enough has elapsed after his entry into the service for any man to have acquired a knowledge of them who had been able to pass the preliminary examination. If these rules are of such importance as to have occupied for months the minds of some of the ablest railroad managers in order to make them a safe ruard against accidents, then it is not ask-ng too much of the employe to show that he knows how to conform to them before

acing him where a failure to do so invites But knowing is one thing and doing another. Many men are able to do things which through indifference or neglect or recklessness they fail to do, and it is not enough that we assure ourselves that our men know what to do to avoid accidents; we must endeavor to be equally sure that they will apply that knowledge at the proper time. This we should make it their

interest to do by the time-honored induce-ments of reward and punishment. We have something of this sort at present. We offer promotions and a choice of solitions to those who do well, and resort to fines, suspensions or dismissal of those who do badly. But for a system of re-wards and punishments to be effective it must be a system indeed. It must as far as possible protect the employe against the re-sults of malice or bad temper or hasty de-cisions on the part of his immediate superior. A man should lose neither his job nor his pay except for a clearly established vio-lation of a rule with which ne is familiar; his side of the case should be heard before judgment is prenounced, and the penalty should be graded to suit the extent of his offense. All this requires patience and self-restraint on the part of his judges, and if they are lacking in those qualities, not justice but injustice will often be done. It is its not sufficient to multish a justice but injustice will often be done. It is is not sufficient to publish a well-devised set of train rules and feel that your duty as to enforcing them has been done if you suspend or dismiss some one whenever there is an accident. Your duty requires you first to see to it that every man put under those rules shall know what is expected of him; next, that there shall be such an inspection and suthere shall be such an inspection and su-pervision of their work that violations of pervision of their work that violations of rules are detected before the bridge falls down or a derailment takes place or a col-lision occurs; and, further, that punish-ment shall follow swiftly upon the heels of the offence, not capriciously nor hastily nor abusively, but that the violation shall be brought home so clearly to the offender that he has to acknowledge his shortcoming and in some way to suffer for it. It is not so necessary that the penalty be severe as that it shall be certainly and justly inflicted. Repeating the language of my previous ad-dress when the property work to be successful we dress, "for this work to be successful we must arouse among our men a feeling of pride in the organization to which they be-long, of respect for their officers, and of interest in the work they have in hand, which is known as esprit du corps; a spirit which has carried armies through privation, suffering and defeat to victory, and without which no body of men can be controlled under adverse circumstances."

This is the spirit which impels the flagman to go back in snow or rain to stop an approaching train instead of skulking in the rear of the caboose: which nerves the the rear of the caboose; which nerves the engineer to stand at the throttle lever when danger is impending rather than to leap for life and leave his passengers to their fate. This is the spirit which results from training mind and body to do the right thing at the right time, that true discipline which is the foundation of efficient services.

the foundation of efficient service.

For some reasons in some quarters there is a disposition to resent the attempt to enforce discipline and obedience to rules by any penalties, yet as I have said no code of laws has ever been efficiently administered except through the medium of rewards and annihilators. punishments. The object to be attained is one in which the welfare of the employe is at stake as well as the lives of passengers and the property of the company. It is this view which should be impressed upon the minds of men as the aim and end of rules, that so far from discipline being a degredation to a right thinking man, to one who
means to do his duty, it is intended to lift
him to a higher grade of usefulness by such
training as will the better fit him for it.
If with this idea is also conveyed a sense of
just treatment, we may hope that these erroneous impressions will be removed, and
that employes will sustain their officers in
their efforts to insure a prompt compliance
with rules, and an impartial and conscientious enforcement of discipline.
The traveling public has also an interest
in the enforcement of discipline. It is safe
to say that in a majority of cases the immediate cause has been the neglect of duty by
an employe. The railroad company may invest nillions in bridges, rails, signals and that so far from discipline being a degreda-

cials breathe much freer now, and they rejoice in the knowledge that no rate war is
imminent for a time at least. Gould's actions regarding competing lines which are
said to have gone for the 100 carloads of
sugar as well as Leeds, but who got left in

care and forethought be neutralized by the lariness or recklessness of an employe, and a fearful accident ensue. Here it is that we should call public opinion to our support. acceptably discharge the duties required of them.

Let its powerful exponent, the newspaper, blame the president and board of directors if they have been niggardly in expenditure

or have retained incompetent officials, lot it inveich against the manager or superintendent who has personally failed in his duty, but let it also include in its invective the employe, who, knowing his duty, has failed to peraliv form it. The courts of the land should ald in this work. The violation of a train rule should be considered as an infraction of the law, and the offender should have to face a jury of his countrymen as well as a ratiroad court-martial when death and disaster can be traced to his neglect or misconduct.

Morgan Jones, president of the Fort Worth and Denver railway company, re-turned yesterday from his Northern trip. J. W. Barbee, livestock agent of the Missouri, Kansas and Texas, returned from St. Louis yesterday morning and left last night for the South.

It is alleged that General Manager Leeds submitted his schedule of out rates on sugar to George J. Gould before he put it in operation. Mr. Leeds will not suffer from hav-ing been made a scapegoat.

O. O. Winter, general superintendent of the Fort Worth and Denver, left yesterday evening for Wichita Falls to attend a lawsuit against the company in which a siderable amount of money is involved.

LIST OF LETTERS

Remaining in the postoffice at Fort Worth Tex., Monday, May 4, 1881. To obtain any of these letters the applicant must call for "ad-vertised letters" and give the date of the list Also, all letters advertised shall be charged Also, all letters advertised shall be charged with I cent in addition to the regular postage. us per section 530, page 348, United States postal laws

McLemore, Lillie McBurney, Mrs Margie McCain, Miss Dollie Christopher, Mrs Rufe Chisem, Miss Mary Camp, Miss Mary Camp, Miss Alice Calthar, Miss Mary Calven, Miss Meley Coats, Lucy Coombs, Susle McDonnal, Mrs Addie McGrath, Mrs John Commings, Alice Donovan, Mrs R Dodge, Mrs Maggie Dicks, Mrs Sallie Davis, Mrs N J Miss Ollie

McGrath, Mrs John Petry, Mrs L.C. Pope, Mrs TA Robbinson, Mrs Salliet? Robinson, Mrs Nealea Rosser, Mrs S E Ross, Miss Neilit Roberson, Miss Stellia Robbeson, Miss Stellia Roberson, Miss Jossa Severance, Mrs Annie Snaw, Mrs E C Simms, Miss Julia (col) Steward, Mrs Mary Thomas, Mrs D W Work, Mrs E

White, Miss Ider Walker, Mrs A M Which, Mrs Sallie Ward, Miss Louise Wengwar, Mrs Watson, Mrs Lizzle Young, Miss Mary L Johnson, Mrs T D Gents. Austin, W.

Johnson, Dan
Johnson, J. D. (2)
James, J. H. (3)
James, J. H. (3)
King, W. W.
Kind, William
Kindred, J. M.
Krutner, Frank
Looing, J. A.
Looney, Watson
Lorr, W. M.
Logan, J. V.
Levy, Major M.
Landram, L. J.
Lackey, N. M.
Lewis, A. H.
Mitchell, Harry
Morris, J. W.
Meller, Edmond
Miller, J.
Mahoney, Tom Johnson, Dan Armstrong, Jas M. Bond, A.J Brown, J G Brown, J M Butler, R W Ball, John L Barton, E Bates, Charlie Beckel, Charlie Benton, T B Berghahn, Willia Biffle, Gile Biggs, H Q Bigby, W A ington, Jas A lington, John Miller, J Mahoney, Tom Martan, Charley Morton, Harry Marier, C M Mathews, W A Millington, A A Millis, Lum Biogg, W.E. Boardman, A. Bonner, Buck A. Brass, John Branham, W.D.

Mills, Lom Mountain, Mr Moss, J. T. Murphy, J. H. Myers, Mike Murpey, Joe McCullinn, Sam McConnell, W.T. McCle, James McLelland, John D. O Bonnell, J.P. Alex nith. Peter T inders. Jack er, Sank P ard, GDR s, WH igen. Frank im. J H nompson, J S irner, J W philson, W H

Blenn, Ben Boodger, H D George Geo Jas . Wm e. Osc ilkinson, J L. Hitamson, Jake illhite, S Y issman, Henry Harrison, Ben Haygood, Riley Hasting, Len Hagg, CJ Hanna, WJ Harper, Willie, Harian, Samuel Herring, EA Hagin, Thomas Helms, EL

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COURT OF APPEALS.

DECISIONS RENDERED AT THE PRESENT AUSTIN SITTING.

The Findings-Hon. John P. White, P. J. J. M. Hurt and W. L. Davidson, Associate Judges; P. Walton, Clerk.

Ham House vs. the State: from Hardeman. Adultery. 1. Bills of exception re-served to the admission of testimony show served to the admission of testimons show no error. That the witness heard the defendant "hit the floor" is a statement of a fact and not a conclusion. It was a suggestive word and rather forcible in its meaning and a short rendering of the facts. 2. The question asked of the witness as to the identity of the defendant, and if he knew him, was not a leading question, nor did it suggest the answer desired. 3. We think the evidence sufficient. While it is think the evidence sufficient. While it circumstantial the facts could hardly explained upon a reasonable hypothesis unless defendant be guilty. The combina-tion of facts and circumstances are singu-larly conducive of the conclusion that there was an absence of the highest virtu and morality existing where defends his co-defendant were sleeping. No Affirmed. Per curiam.

Wells, Fargo & Co. vs. George Beach: from El Paso. I. An application for con-tinuance which did not recite the diligence used and the materiality of the absent testimony was properly overruled. 2. Special exception as to tranks immaterial is the court instructed the jury that tranks could not be considered in arriving at their verdict. The same as to exemplary damages the court charging that that question could not be considered. 3. Fraud could not be proved by appellant under a general denial. The charge as to measure of damage was correct and interest is recoverable under a general allegation of damage. Evi dence as to value of articles properly admitted. Affirmed. Per curiam

Gulf, Colorado and Santa Fe Railway vs. G. A. Newberry and wife; from Johnson 1. The court did not err in permitting Mrs. Newberry to testify that she had no mone, and nothing to eat. She informed the con-ductor of this fact and yet he carried her and her three children beyond their destiand her three children beyond their desti-nation and would not permit them to disem-bark from his train at said point of destin-ation. 2. The charge was sufficient and there was no error in refusing requested charges. 3. Remarks of counsel did not prejudice the jury and the court so in-structed the jury that they would not be influenced by said remarks. 4. Damages not excessive. [94 Tex. 536: 27 Am. and Eng. Ry. Cases, 148.] Affirmed, Per curiam.

Calvin Williams vs. the State; from Corvell. Murder in first degree with life penalty assessed. I. Bills of exception can not be considered because filed after court adjourned. 2. Charge is sufficient on ques tion of accomplice testimony even if it be granted that Evetts was an accomplice. The facts sustain the conviction. Affirmed. Per curiam.

On motion to dismiss. 1. No sentence ap-pears in the record and this being so there is no final judgment. Appeal dismissed. Per curiam.

Per curiam.

W. Y. Robertson vs. Schneider & Davis et al., from Hill. 1. The judgment is for amount of the debt. The pleadings are sufficient to authorize the judgment for the amount of the debt on dissolution of the injunction [60 Tex., 154; 3 Will cases, 149]. Affirmed. Per curiam Stuart & McNair vs. Smith, Hubbard The court heard

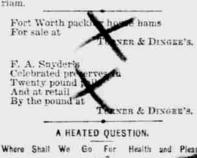
& Co.; from El Pase. 1. The court le the evidence and found for appellees, only question was one of fraud. This a question of fact for the court. We o reason to disturb the judgment. firmed. Per cariam. S. C. Slade vs. W. H. Tuttle: from El Paso. 1. The indement is sufficient. The judgment was entered during the term. A judgment entered on the last day of the term is authorized by law. There is no reason why a judgment can not be so en-

tered. Affirmed. Per curiam. McCormick Machine Company vs. Slover; from Wise. On rehearing. 1. The judgment of a former day was correct Grounds set out in motion are untenable Motion overruled. Per curiam,

A. Q. Murphy vs. the State; from Karnes. Motion to dismiss. 1. Theft is an

offence so nomine and the recognizance suf-ficiently describes the offense. Motion overruled. Per curiam. Ex-parte Albert White; from Walker, Habeas corpus. On motion to dismiss. Because the record does not contain the an

plication or petition for habeas corpus, and because the statement of facts is not nu thenicated by the court is no ground for dismissal. Motion overruled. Per cu-



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